

ZONES MEASURED FOR GROUP MOVEMENT DOWNTOWN

John Collins, supervisor of safety, spent a large part of last Wednesday taking measurements preliminary to the installation of metal discs which will indicate the limits for group movement of cars in the downtown district. Most of these zones will be measured to accommodate three cars, but some will hold only two cars to meet special traffic conditions, particularly on Hill and Main streets where the Pacific Electric cars operate.

At Fourth and Hill it has been found inadvisable to attempt a three-car movement on the south bound track because when a Pacific Electric car stops in the middle of the block, the third car behind is likely to block Fourth street. A similar situation exists on the north bound track at Fifth and Hill. On the south bound track at Fifth and Hill the group movement has never been used owing to the use of the electric switch.

FOURTH STREET BRIDGE REPAIRED

Repairs which have been in progress for several weeks on the East Fourth street bridge have been completed. New ties and stringers have been installed. The heavy timbers have strengthened the bridge satisfactorily so that it can be used until work is started on the new viaduct.

The bridge, formerly used for general traffic over the Los Angeles river at Macy street and the car track bridge have been removed in the work of constructing the new viaduct. The way has not been cleared for the company to lay the temporary track to the ends of the foot-bridge.

Three Green Whites To Be Yellow Whites

Three White single-deck buses, that have been used by the Los Angeles Motorbus Company, have been replaced by double-deckers and turned over to the Los Angeles Railway.

The work of converting the green Whites into yellow Whites has been started at the paint shop.

"Nora, you were entertaining a man in the kitchen last night, were you not?"

"That's for him to say, ma'am. I did my best."—O. B. Bulletin.

"Pep" Pepmiller To Manage Div. 3 Company Cafe

Edwin M. "Pep" Pepmiller has been appointed acting manager of the company's restaurant at Division Three succeeding E. B. Carter who is returning to the Hotel Hayward where he will have charge of the dining room. Mr. Carter is returning to the position which he left nearly four years ago to manage the company's restaurant at Division Three.

He has made a large number of friends who regret to see him leave and wish him the best of success in his hotel work.

Mr. Pepmiller has been with the company for more than three years and is well and popularly known particularly at Division Three. He will endeavor to give the same good service that has built up a reputation for the restaurant under Mr. Carter's management.

SIX NEW FAGEOL BUSES DELIVERED

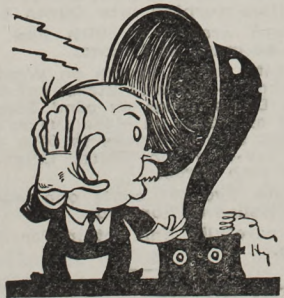
Six new Fageol single-deck buses have been received from the Oakland factory.

The upholstery in the seats is deeper than in the earlier models and a few other minor improvements are made.

With the arrival of these six buses, delivery has been completed on the current order placed with the Fageol Company.

One Moreland double-deck bus is still to be delivered.

L. A. Orchestra To Broadcast



THE Los Angeles Railway orchestra and the Hawaiian quartette will broadcast over radio K. H. J., the Times, the night of August 18. The period from 9 to 10 P. M. will be filled by these two musical organizations. All employees who heard the music furnished at the division smokers recognize the ability of the orchestra and the Hawaiians.

If you have a radio at your home tune in on August 18, and advise your friends to do the same.

FIFTH ST. TRACK EXTENSION TO BE OPENED JULY 19

THE Fifth street extension from Olive to Flower streets will be put in operation July 19. This is one of the most important track extensions that has been made in the downtown district for several years and it presented peculiar difficulties due to the heavy traffic over the thoroughfare.

The Crown Hill cars, line "C," will be routed over the new track instead of running via Olive and Sixth streets, as at present. This change will result in a considerable improvement in traffic movement for street car riders and motor vehicles.

Under the present routing cars require 20½ minutes to run from Fifth and Hill to Temple and Belmont. The greatest loss of time is on Sixth street. The new routing, which will be two blocks shorter than that now in use, will enable cars to run the same distance in 14 minutes, giving passengers

a 6½-minute saving of time.

The new schedule, which will be in effect July 19, calls for 31 cars in maximum daily operation with 34 regular runs. The average pay time will be 9 hours and 48 minutes, an increase of 4 minutes, and the average spread time will be 11 hours and 49 minutes instead of 11 hours and 52 minutes as at present.

The minimum rush-hour headway will be three minutes on the main line and the minimum mid-day headway will be seven minutes.

South Park Track Cut For Second Storm Drain

CONSTRUCTION of the storm drain system in the southeast part of the city is affecting street-car service on South Park avenue between Thirty-eighth and Fifty-first streets as well as on Moneta avenue between Florence and Slauson. On both jobs it is necessary for the company to kill about 700 feet of track at a time to permit the excavating machine to dig near the car tracks. The work on South Park started a few days ago.

The storm drain system will be of great benefit, but it is resulting in more streets being torn up at one time than ever before. The main drain and laterals will cross under Los Angeles Railway tracks in some sixteen or eighteen different places. Just what effect this work will have on the track remains to be seen, but settling of the earth when the drain ditches are filled may necessitate some expensive track reconstruction.

Seven Supervisors On Vacation Shift

Seven men who are working as extra supervisors have been assigned to vacation reliefs and are taking over the work of the regular supervisors as they go to the mountains or seashore. These men are: J. J. Morgan, Division Four; R. T. Leonard, Division Three; B. Harris, Division Five; C. A. Barnes, Division One; E. T. Barey, Division Two; A. F. Harless, Division Three; and T. C. Clark, Division Five.

Extra Supervisor Clark is working a special three day relief so that he can fit in the place of regular men who are absent not more than three days.

Auto Vacationing

Claude Campbell, who has charge of track bonding, has left on a vacation trip to Seattle and other points of interest in the northwest. He is traveling by automobile with friends and will be away six weeks.

Conductor—Say, young man, you can't go to New York on this ticket. It's marked New York to New Haven.
Young Man—That's all right. I'll ride backward.—Yale Record.

New Machine Screens

New metal screening to protect the belting and motors is being installed in the basement of the mill at South Park.

Wooden guards, which have been used heretofore, are being replaced.

Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

A Question of Loyalty

FOR several years the company has maintained a restaurant at Division Three. It was built and put in use to meet an urgent demand for the convenience of trainmen. There was not the same need nor was there vacant space available for establishment of restaurants at all divisions, but the Division Three eating house filled a long felt want.

The company never intended to make any profit from the Division Three restaurant. It was started and maintained with the hope that it would "break even" financially. With this in view, the company adopted the policy of maintaining prices no higher than other good restaurants and providing food of above the average quality and in larger portions. The latter feature is one that always appeals to workingmen. It is interesting to note that the city board of health gave this restaurant the highest possible rating and instructed restaurant men in all parts of the city to inspect the place as a model of cleanliness and sanitation.

The early success of the restaurant and the heavy patronage it received from men outside the Los Angeles Railway as well as Division Three trainmen inspired several restaurant men to start eating houses in the same vicinity. Such a condition was natural enough and the choice of a place to eat rests entirely with the individual trainman. The restaurant was started for the convenience of Los Angeles Railway men and is being maintained on a basis which the company believes is advantageous to employes, among the advantages being twenty-four hour service.

Recently the management of the company learned that three trainmen of Division Three, who had been helped by the company in the past, were deliberately advising trainmen to stop patronizing the company restaurant and to eat at another restaurant owned by an outsider and operated for profit. Just what was behind such action can be guessed without any great difficulty.

It is the worst kind of disloyalty to the Los Angeles Railway to hamper an institution created for the benefit of fellow employes, particularly one that enables them to save a little money and avoid a lot of inconvenience. The restaurant invites the patronage of all Los Angeles Railway men and its service and food certainly warrant a trip to Division Three.

If it becomes apparent through lack of patronage that the restaurant is no longer wanted, it will be discontinued.

Div. 4 Again First With Witness Average of 6.41

DIVISIONS TWO and Five dropped below the mark of five witnesses per accident during June and brought the average number for the system down to 5.37, which is lower than it has been since last February.

Division Four continued in the excellent work that has been done in procuring witnesses by reaching a new high mark of 6.41 per accident.

Division Three was second with 5.60 and Division One third with 5.54.

All divisions were well above the average of five during March, April and May and it is unfortunate to see two of the divisions drop below this point, although it is expected that they will regain their honors during July.

The summary is as follows:

Division	Number of Accidents	Number of Wit. Cards	Average Witness Cards per Accident
1	296	1642	5.54
2	454	2216	4.88
3	380	2130	5.60
4	263	1687	6.41
5	307	1459	4.75
Total	1700	9134	5.37

A HOT ONE

Caustic Critic: "Gee, but you have a lot of bum jokes in this issue."

Editor: "Oh, I don't know. I put a bunch of them in the stove and the fire just roared."—Exchange.

Druggist—"What will it cost to have my car fixed?"

Garageman—"What's the matter with it?"

Druggist—"I don't know."

Garageman—"Fifty-two dollars and fifty cents."

MAKING IT PAY

"My new housemaid is a treasure," declared Mrs. Johnson. "I had a bridge party the other evening, and one woman failed to turn up. You know how it is—she gave me no notice whatever."

"Very annoying."

"The housemaid, however, put on one of my gowns and fitted in beautifully."

"That was helpful."

"Yes, and I won her week's wages." —Tit-Bits (London).

BULLETINS

Issued July 13, 1925

BULLETIN NO. 109 Notice to Trainmen

Effective Friday, July 10th, the walk-over privilege now allowed between lines "C" and "V" between 1st & Vermont and Temple & Hoover will be discontinued, and a walk-over privilege will be established at Monroe Street.

After that date, "OUTBOUND" line "C" transfers will be honored on line "V" at Monroe & Vermont, and line "V" transfers will be honored at Monroe & Virgil, Northbound only.

BULLETIN NO. 110 Notice to Conductors

The following Firemen's Pass Books are reported lost:

No. 12974 issued to Albert C. Campbell.
No. 24842 issued to Edward J. Meier.

If presented for transportation, take up, collect fare, and send to this office with report.

BULLETIN NO. 111 Notice to Conductors

The following passes are reported lost:
No. 2163 issued to M. P. Chevez, Car Repairer, Mechanical Dept.

No. 4841 issued to M. R. Gregory, Conductor Division No. 2.

If presented for transportation, take up, collect fare, and send to this office with report.

BULLETIN NO. 112 Notice to Conductors

Pass No. 341 issued to F. Castillo is reported lost. If presented for transportation, take up, collect fare, and send to this office with report.

BULLETIN NO. 113 Notice to Trainmen

Line "H" cars westbound approaching the Western Avenue terminal must be stopped and held at the property line of Oxford Street until the car can be taken through the crossover.

Oxford Street must not be blocked by cars waiting for a leader to pull out eastbound.

R. B. Hill

BUS BULLETINS

LOS ANGELES RAILWAY BUS DIVISION

BULLETIN No. 269 June 27th, 1925

On Wednesday, July 1st, 1925, the transfer privilege now given between the Florence Avenue Bus Line and points South of Florence Avenue on the San Pedro Bus Line on five (5) cent one-way cash fare, will be withdrawn.

The five (5) cent one-way fare will remain in effect as heretofore, but no transfer privilege will be allowed.

The above instructions cancel the paragraph in Bulletin 256, dated June 13th, 1925, which governs the collection of five (5) cent fare on the above line.

Study carefully and retain for future reference.

BULLETIN NO. 273 June 30th, 1925

(a) On Monday, July 6th, 1925, bus service will be started on the "Inglewood Line" over the following route:

54th and Mesa Drive
West along 54th Street
South along Rimpau Boulevard
West along 60th Street
South along Keniston Street
South along Gay Street
Southwest along Hyde Park Boulevard
West along Centinela.
South along Market Street
Southwest along Hawthorne Street
South along Commercial Street (Inglewood)
East along Regent Street
South along Market Street to Queen Street.

RETURN

West along Queen Street
North along Commercial Street and reverse of above route.

(b) Turn around in Inglewood to be made as above via Regent Street, Market Street, and Queen Street, laying over on the West side of Market Street headed South before turning into Queen Street.

(c) Turn around at 54th and Mesa Drive to be made as follows:

From 54th Street, North on West side of Los Angeles Railway Street car tracks on Mesa Drive, cross on 52nd Street to East side of tracks on Mesa Drive, South along East side of tracks to 54th Street making lay-over on Mesa Drive just North of 54th Street.

(d) Fare five (5) cents one way, no transfer issued or honored.

Study carefully and retain for future reference.

BULLETIN NO. 274 July 1st, 1925

Runs chosen at the General Choice held June 29th and 30th will become effective on July 6th. This particular date set on account of the extension of the Melrose Avenue Bus Line from Larchmont and Melrose to Western and Melrose and also the installation of the new Inglewood Bus Line.

BULLETIN NO. 275 July 1st, 1925

Beginning Thursday, July 2nd, the turn around of buses on the Santa Fe Avenue Line, both terminals, must be made as follows:

NORTH TERMINAL

East on 58th Street

South on Malabar
West on Slauson
And thence South on Santa Fe Avenue over the regular route.

SOUTH TERMINAL

East on Saturn
South on Middleton Street
West on Florence Avenue
And thence North on Santa Fe Avenue over the regular route.

Lay-over on the North end on 58th Street immediately east of Santa Fe Avenue. Lay-over on the South end on the east side of Santa Fe Avenue, immediately north of Florence Avenue.

BULLETIN NO. 276 July 1st, 1925

On Monday, July 6th, 1925, service on the Melrose Avenue Bus Line No. 7 will be extended to Western Avenue on the East. Following is complete route:

(a) ROUTE

Western and Melrose
West along Melrose Avenue
North along Fairfax Avenue
East along Waring
South along Orange Grove
Lay-over headed South on West Side of Orange Grove Avenue at Melrose Avenue
East along Melrose Avenue
North along Manhattan Place
East along Marathon Street
South along Western Avenue
Lay-over headed West on North side of Melrose Avenue just West of Western Avenue.

(b) FARES

(1) Five (5) cents one way between Western Avenue and Fairfax Avenue. NO TRANSFER ISSUED OR HONORED.

(2) Ten (10) cents one way between Western Avenue and Fairfax Avenue to include transfer to and from connecting Los Angeles Motor Bus Company bus lines. This fare also applies to points on Los Angeles Railway bus lines via intermediate Los Angeles Railway street car lines.

Issue Los Angeles Railway SBU 3 on payment of ten cent fare.

Issue Los Angeles Railway bus transfer (no form number) in exchange for Los Angeles Motor Bus Company Vine Street or Western Avenue bus tickets where passenger desires to further transfer to connecting Los Angeles Railway street car lines. Study carefully and retain for future reference.

BULLETIN No. 277 July 2nd, 1925

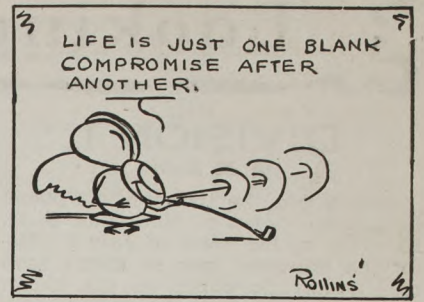
Operators when receiving three bells from the Conductor indicating that the bus is to be stopped immediately, must bring the bus to a stop without delay. It is not necessary to stop in the shortest possible space unless it is known that by doing so it will save an accident or injury to persons.

There has been recently a number of passengers injured by being thrown down in the bus because of a severe stop being made by the operator when receiving three bells from the Conductor to stop and it developed that the cause for the signal from the Conductor was on account of some passenger being carried by their stop.

F. VAN VRANKEN,

Conductor Ding and Motorman Ding Ding

By Rollins



Bouquets And Things

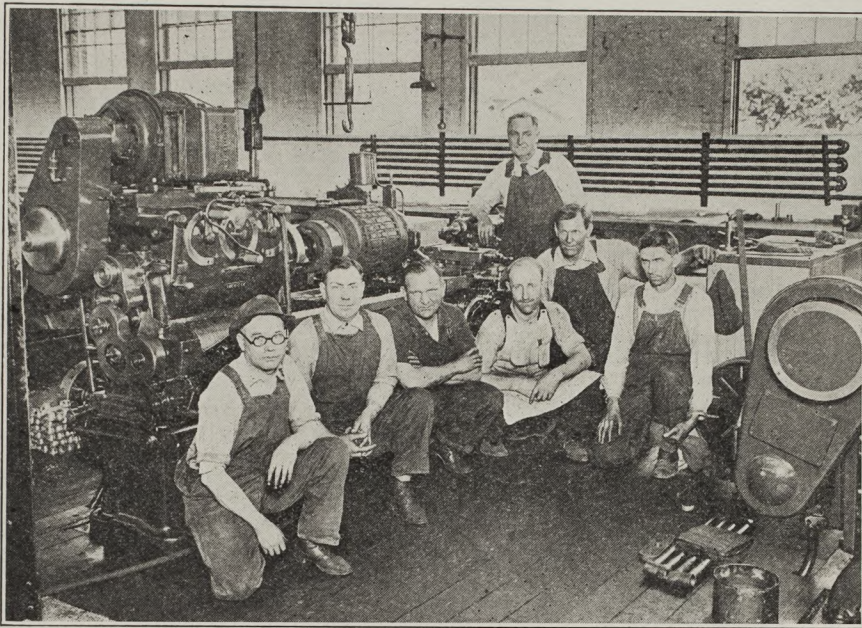
(Hand Picked)

Twelve Speed Lathe In Use At South Park Machine Shops

On The Back End

(Contributed)

For Condr. G. C. Martin, Div. 4
Los Angeles Railway,
Gentlemen:
I wanted to tell you that your Motorman 2825 on the "P" line is a very accommodating one. Perhaps you are aware of this, but I wanted to turn in my opinion too.



One of our extra motormen was running around complaining of a sore throat and asking everybody for a remedy for same. He happened to run into "Tex" Hiller and told him of his ailment and asked him for a cure. "Try this" said "Tex", as he handed him a razor.

Very truly,
A. C. BUNNELL
So. Calif. Edison Co.
□ □ □
For Motr. D. Rogers, Div. 1
For Condr. R. D. Holland, Div. 1
For Motr. W. Matthews, Div. 1

Los Angeles Railway,
Gentlemen:
Just a word of commendation for the motorman on Car 447, which left about 4:35 P.M. north bound, at Walnut Park, June 17, for his very careful starting of the car. At corner stops he waits until passengers are fully aboard before he starts his car. Also commend the conductor's neat appearance and pleasant manner on the same car. One's number is 233, but I have forgotten which.
Motorman 1449 is deserving of a word of praise for his pleasant manner.

An opulent appearing man drove up to the curb in a car that was not so opulent and was accosted by a small boy.
"Watch your car for a nickle, mister."
"Beat it, kid, this machine won't run away."
"Naw, but I could call you when it starts to fall apart."—The Pioneer.

MRS. LILLIE C. B. BAIER
8174 San Antonio, South Gate, Cal.
□ □ □

For Condr. E. J. Marceau, Div. 5
Los Angeles Railway,
Gentlemen:

I have always heard so many people talk of discourteous trainmen, that I thought I would write and tell you of a conductor who is very courteous.
I was riding on car 1273, and at one of the stops an elderly lady with an armful of packages tried to get on. She dropped the packages in the attempt. This conductor then showed his courtesy by getting down to the street, assisting the lady onto the car and then picking up her packages for her.
The number on the conductor's cap was 2426.

Sincerely,
E. W. POTTER
Box No. 2, U.S.S. California
□ □ □

For Condr. H. F. Hames, Div. 4
Los Angeles Railway,
Gentlemen:

I wish to say a few words of commendation of Conductor H. F. Hames—1596. He is in my opinion a thoroughly efficient conductor. A great asset in his favor is his courteous manner in regard to passengers.

Yours respectfully,
Major Elizabeth Galley
439 West 80th Street
□ □ □

For Motr. D. E. Graves, Div. 3
Los Angeles Railway,
Gentlemen:

Allow me to put in a good word for Motorman 823 on the L line. I quite frequently board his car at the end of the line on my way to work, and various little courtesies to men and women passengers have warmed my heart toward him. With a cheerful face he is always on the watch for those about to miss the car and slows down for them whenever he can do so without delaying the service.
He is an asset to your force.

Yours very truly,
HERRICK C. BROWN
407-408 Pershing Square Building
□ □ □

For Condr. E. F. Weaver, Div. 2
Los Angeles Railway,
Gentlemen:

I wish to commend the courtesy and kindness which Conductor 2492 extended to a man who was ill and almost blind, Saturday morning March 14th, 1925.

Respectfully,
Mrs. I. Beazley
1616 Maple Avenue

THE lathe shown in the above picture is one of the latest pieces of machinery installed at the South Park shops. It is technically designated as a 12-speed 20-inch American lathe and is used for general shop work.

The men who operate this and other lathes of the machine shop are shown in the picture above. They are from left to right: H. S. Nutter, J. E. Ellis, S. H. Kriewald, A. H. Kline, M. E. McEwan, E. C. Smith and W. P. Hazen—standing.

SCRIBE DROPS HIS PEN Grabs a Gun at Del Monte Camp

BY C. J. KNITTLE
Division Four Scribe and War Correspondent

Oh the eagles they fly high in Siam,
And old man McCarty finds a clam,
Old Glory's on the pole
And we're answering the roll
Am I glad I'm what I yam?
Yes I yam; I yam.

AWAY from traffic—Wotta would?—Boys in khaki—Hundreds?—Thousands!—Officers—Horses—Acres of tents—and flaring guidons.

California has mustered into one camp her massive force of military reserves.

Whether it makes for world peace or world discord matters little to the guardsman. He gambles perhaps, but gambling has an essence of gameness. He is full of spirit in camp but not a rowdy on the streets. He is a lover of peace and a believer in National Defense. Those two principles make him a typical Yankee.

If Walt Mason, originator of poetic prose, was with the 160th Infantry today, he might sum up his daily routine as follows:

5.45—Get up and get in line. (Ye gods, this is worse than a 5.30 shine.) Ten to six—We do our dizzy dozen in cadence by the numbers till it almost

had us cussin'. System! System! Everything so neat. We even use the numbers in policing up the street. That's all done (comma) what comes now? 'Line up, men' (dash) the cook yelled, 'Chow!'

Nine o'clock—We hike to the ravines for a live sham battle 'mid the woodland scenes. Bombs and smoke screens going high and higher and every brush and gullie spits machine gun fire. A thousand rifles aflashing in the fore. Why, Hell is nothing to this thing called War. "Cease Fire" is heard and we go back now to camp where the cook yells, "Noonday Chow!"

Then we all gang up about half past one and they teach us the parts of the doggone gun. Then close order drill for an hour or two. (If the governor's here we pass in review.) And we stand retreat at 5.33 and after mess comes our liberty. But with sunburnt faces and blistered feet, you're a pitiful object on a down-town street.

One of the one hundred questions that bus men have to answer daily was addressed to Conductor E. J. Richards at the height of the rush-hour the other day by a lady when she stopped his double-decker and inquired, "What time is it?" Like all other questions it was answered politely.

No, Flower the switchman and Flower street are not the same if they do have the same names. Motorman E. R. Rath who recently bid in a run formerly held by Motorman Flower was asked by a gentleman at a street corner where Flower was. Rath thinking he meant Switchman Flower said, "Oh he is down at the barn switching." The fellow gave him a funny look, shook his head and walked slowly away.

Conductor B. Still of Division Two has taken a leave of absence and instead of resting around Los Angeles and the beaches, he is gallivanting off to Texas. He just won't be still.

Appreciation

Mrs. Maggie McCrary Settles and nephew wish to acknowledge with sincere thanks the kind expression of sympathy extended during their bereavement.

For Condr. C. E. Lange, Div. 2
Los Angeles Railway,
Gentlemen:

I am pleased to speak in commendation of Conductor 3138 for his gentlemanly attention and kindness shown to myself and other ladies who were riding on his car.

Respectfully,
MRS. WILLIAM WILBRAHAM
2520 West Seventh St.

Small Boy—"Dad, how do they catch lunatics?"

Father—"With face powder, beautiful dresses, and pretty smiles, my son."—Tit-Bits (London).

Looking 'em Over at the Divisions

DIVISION 1

D. B. Kohl

Announcing the arrival of a 9 pound boy at the home of Motorman G. H. Hilstrom on the night of July 2. Motorman Hilstrom says he didn't have to buy any fireworks on the fourth as the new boy made plenty of noise around the house. Mother and son are doing nicely.

Motorman J. R. Cameron is leaving for Vancouver, B.C., where he intends to spend a few months visiting with relatives.

That good looking chap you see in the office is Charles Corson who is working extra in the office during vacation time. At present Roy Ruggles is burning up a little gasoline on his way to Portland.

Conductor L. Zukoff is taking a few weeks off to rest up. Mr. Zukoff says he probably will go east to visit his parents, stopping at Palm Beach for awhile on his return trip. Mr. Zukoff will be accompanied by his valet.

The Railway Lunch says that business has been on the decrease, especially in the butter line since "Shorty" Cormier went to housekeeping. Pete the sole owner of Pete's Hot Dog stand says he has another waitress and he wants it understood that all trainmen sheiks are to keep away as waitresses are hard to find. Mac the barber says that if the sheiks want some place to go to come on over to his shop as making sheiks out of asphalt arabs is right in his line.

The beauty contest between Tinsley and MacCormack has been suddenly terminated on account of the participants having threatened to start suit against the scribe on grounds of slander.

DIVISION 2

H. T. Hansen

Division Two regrets to announce that E. McCrary, who had been ill for the past several weeks has passed away. Mr. McCrary was janitor for this Division about two years. Sincere condolences are offered to his relatives by Division 2.

There are still many vacationers on the off list. Those for this week are as follows:

Conductors W. E. McKeon, Blizzard, M. C. and Davis, M. L. granted 15 days leave to rest up a bit.

Conductor B. Still, has taken 90 days leave of absence to visit his folks in Forth Worth, Texas.

Conductors J. B. Crow and P. J. Ruhl, answered the country's call by signing up for two weeks in the National Guard now in camp at Del Monte, Calif.

Motormen J. Waddell and A. M. Jones have been granted 15 and 30 days respectively to rest up.

Chief Clerk C. J. Clark is now on his vacation in and around Los Angeles. Extra Clerk F. B. Slaughter will hold office in Clark's absence.

Motorman M. L. Larson, has taken 90 days off to motor back East in his trusty Ford.

Irish Traffic Officer (to speeder)—Have you a permit for driving an auto? Speeder—Sure. I've got it here in my pocketbook.

Officer—That's all right. If ye've got it, I don't need to look at it. If ye didn't have one, I'd have to see it.—Iowa Frivol.

Who's Who



From Utah, the land of Brigham Young, comes Orson S. Cloward who is a conductor at Division Three. He is doing his second "hitch" with the Los Angeles Railway having been a motorman at Division Three during 1922-23. He returned to street car service in January of last year. In his home state he was a farmer with his father for a time and first caught the attraction of steel rails as brakeman on the Salt Lake and Utah Railroad.

Garage Using Air 'Gas' Pumps



NO LONGER will it be necessary for mechanics at the Sixteenth Street Garage to wind up the 2000 gallons of gasoline that go through the pumps daily. Pneumatically operated pumps have been installed to replace the manual type and will greatly expedite the fueling of buses, trucks and other motor vehicles. Of the 2000 gallons pumped out daily, the buses take approximately 1500 gallons. The remainder goes to trucks and service cars.

THE NEXT STEP IN AVIATION

William was thirsty for knowledge and interesting facts shone like jewels in his brain. "I read today," he said to Michael, "of the wonderful progress made in aviation. Men can now do anything—absolutely anything—a bird can do."

But Michael was tired of wonders—he was more matter of fact. "Is that so?" he answered. "Well, when you see an airman fast asleep, hanging onto a branch of a tree with one foot, I'll come and have a look!"—London Answers.

"Well, darling, what did you see at church today?"

"Oh, muvver, I saw de funniest thing—a man that said his prayers and den he didn't go to bed."—The Progressive Grocer.

DIVISION 3

Dan Hanley

"You know I just hate these vacations," remarked our foreman, Mr. Owens, as he made his get-away for three weeks, "but you just have to take them, so I must obey the company's rules."

I still say, "Don't forget witnesses."

*Beneath the moon he told his love
The color left her cheeks
But on the shoulder of his coat
It showed up plain for weeks.*

Conductor C. F. Wood, who is taking a trip up through Canada, sent us a letter that he is having a splendid time. Also sent us a copy of the Radio News that is printed daily on the boat.

Lots of the boys are taking their vacations and it is keeping the extra board quite busy at present.

Conductor Scantlin, Jr. dropped us a line from the old home town saying everything is lovely and he is having a good time but he is longing for Los Angeles.

Pay Day.

DIVISION 5

F. J. Mason

A Suspicious Looking Trio

Switchman Ed. Kasal and Charlie Worley, and Conductor Dave Scherzer were standing outside the car house about 11:20 p.m. swapping stories. While the conversation was going on Dave had about \$4.50 in pennies in his hand which he was going to turn in to the cashier. Suddenly they were accosted by a cop who had fire in his eyes and his hand on his shooting iron. "What are you three birds hanging around here for?" asked the cop. Ed. replied "Why two of us are stacking up these yellow cars as they come in." The cop then said "Well I just got a call from a restaurant owner across the street that there were three suspicious looking characters hanging around and he pointed you three guys out to me."

Then he asked Dave what he was doing and Dave, with his hands full of pennies, replied, "Why I'm the cashier."

As for Ed. Kasal being a "stick-up" man, about the only thing he could stick up is a trolley and he makes a punk job of that once in a while.

And his sidekick, Charlie, while he presents a tough looking appearance, is perfectly harmless. In fact, he thinks a Colt .45 is a young horse 45 days old.

Dave Scherzer, while his integrity is beyond reproach, should have been arrested for wearing that loud pink shirt and for cornering the market on pennies.

Advice to the sun-burned—Stay in the shade. By one who knows and I don't mean maybe.

A card has been received from Charlie Durrett who is in Juarez, Mexico. He said "They keep it cold down here."

Trouble with us folks up here is we don't keep it long enough to get cold.

Ex-conductor H. F. Pitts writes from Chicago saying that he arrived in that city after a very pleasant journey, his Chevvy doing her stuff O.K. and no B.O. steps or fenders. He wishes to be remembered to all the boys of Division 5.

DIVISION 4

Benedict and Vejar

Motorman Slafford and Conductor Goldsmith are back at work again after a vacation on the beaches and in the mountains showing "Goldie's" brother, whom he has not seen in a number of years, the scenery and other points of interest in California.

The motorman changes the handles and the conductor handles the change.

"So you and your wife had some words?"

"Well, I had some, your honor, but I didn't get a chance to use them."

Motorman Hommel advises us from Seattle that he is viewing the view there with great pleasure and is on his way further north. "Ye Scribe," Knittle, and wife, in Monterey, Calif., say that they are comfortably settled for the duration of the National Guard Encampment and are scanning the scenery with interest and principal. If I had known that was his last penny he put on the postal card I would have brought the card back to Los Angeles free when I was in Monterey by mistake the other night.

Customer—"I would like to see some cheap skates."

Saleslady—"Just a moment and I'll point out the two floorwalkers."

George Mosier is taking thirty days off to rest up and recuperate. We hope you turn up as good as new, George.

Conductors J. E. Dyer, R. E. Davis, B. M. Burton, W. W. Warren and S. L. Christ are vacationing, as well as Safety Operator L. P. Larsen and Motormen H. P. O'Gorman, J. Wayne, H. DeJager, M. B. Boyd and P. H. Kelley. We hope you are having the best time in the world boys and if you come back broke at least be happy.

A wise old owl sat in an oak, the more he saw the less he spoke. The less he spoke the more he heard. Go thou and ape that wise old bird.

The awning on my west window certainly does help this department and if the Hot Air keeps increasing our new ventilators won't be installed any too soon.

Don't overlook the other fellow's viewpoint—Co-operation means Safety. Substitute Benedict appreciates Assistant Vejar's "Moral" help and could stand a little material aid in some of this brain exercise.

BUS DIVISION

Elmer Wood

In our machine shop, Joe Riedel is taking the place of George Maxin, while he is on his vacation at Catalina.

L. Nowak: "I've changed my mind."

J. E. Summers: "Does the new one work any better?"

Conductor F. E. Pilcher who tried out on the police force has received a regular appointment. Best wishes from the boys.

H. Linker, clerk in the garage, has left for his home town, New York. Best of luck is extended to you, Linker. William B. Decker is taking his place.

"You crook, I'll have nothing to do with you," said the blotter to the spot of ink. "You're just out of the pen."

Introducing new men: G. S. Reed, formerly a truck driver, and R. J. Wood, who has been a special officer for the Southern Pacific Railway, also a student at Notre Dame, in 1922.